

BYLAW NO. 27-14

LEDUC COUNTY

A BYLAW OF LEDUC COUNTY, IN THE PROVINCE OF ALBERTA, TO AMEND THE CITY OF LEDUC/LEDUC COUNTY INTERMUNICIPAL DEVELOPMENT PLAN BYLAW 30-11.

WHEREAS

The Council of Leduc County has deemed it in the public interest to amend the Intermunicipal Development Plan with the City of Leduc, adopted under Bylaw No. 30-11 as Schedule A;

NOW THEREFORE

Be it resolved that the Council of Leduc County, duly assembled, hereby enacts that the City of Leduc/Leduc County Intermunicipal Development, Bylaw No. 30-11 be amended as follows:

- A. Under CONTENTS, the heading for 5.5 Area E1 – Port Alberta Business Industrial and 5.6 Area E2 – Port Alberta Business Industrial Reserve are deleted and replaced by the following:
 - 5.5 Area E1 – West Business Industrial
 - 5.6 Area E2 – West Business Industrial Reserve
- B. In SECTION 2.1, LOCATION, PAGE 8, the third bullet labeled “Port Alberta” is deleted.
- C. The THIRD PARAGRAPH of PAGE 11, is deleted and replaced by the following:

In addition to, and partially as a result of AVPA restrictions, land has been designated for non-residential uses in the north quadrant of the City of Leduc and in the Nisku area of Leduc County. Non-residential and transitional land uses will also be required to the west of the current City of Leduc where AVPA restrictions again affect the area. Land uses in this area must also respond to the development at Edmonton International Airport both to take advantage of economic development synergies with it and to provide adequate buffering between industrial and residential uses. Figure 3 displays the constraints that affect the IDP areas.
- D. The FOURTH PARAGRAPH of PAGE 11 is deleted and replaced by the following:

East of the current City of Leduc lies the Saunders Lake Area Structure Plan lands in Leduc County. This plan was adopted in 2005 and designates land in the IDP area for light and business industrial, commercial, estate residential, country residential, and agricultural uses. Within the City of Leduc, several approved Area Structure Plans govern land uses and densities for all residential areas on the west, southwest, and south sides within the current City boundaries except for the northwestern-most quarter section adjacent to Edmonton International Airport. Development of lands south of the airport as well as within the Edmonton International Airport Master Plan is constrained by the limited transportation capacity. The ultimate potential of these lands is unlikely to be seen unless the transportation network is enhanced.

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- E. The LAST PARAGRAPH of PAGE 14 is deleted and replaced by the following:

With the development at Edmonton International Airport lands, growth is also anticipated in the western sector of the IDP. Much of the new recommended industrial and commercial growth would be situated close to or adjacent to Edmonton International Airport. A substantial share of residential growth would also be accommodated in the western sector, thereby locating residential development close to employment opportunities, which is a key goal of sustainable development. Higher density residential, commercial, and retail uses would be integrated at a strategic "Town Centre" location within the west sector. Timely servicing and development of this Town Centre would support and integrate with a future local transit service. Utility servicing would logically be extended into the west sector from within the City of Leduc. Major roadway infrastructure connecting 65th Avenue and Highway 39 may also set the stage for a future Transportation and Utility Corridor, as shown in Figures 6, 7, and 9.

- F. In SUBSECTION 4.1.1, OVERVIEW, PAGE 20, the fourth bullet labelled "development of Port Alberta" is deleted.

- G. POLICY 4.1.2.2, PAGE 20, is deleted and replaced by the following:

The County and City will work with the Edmonton Regional Airports to optimize the benefit of future expansion of the Edmonton International Airport. Both municipalities will also work with Edmonton Regional Airports to explore the development of an aviation related economic node within the IDP area. This shall include supportive and compatible land use planning on lands surrounding the Edmonton International Airport.

- H. POLICY 4.2.2.3, PAGE 22, is deleted and replaced by the following:

All Residential Area Structure Plans shall achieve an overall density of 25-30 dwelling units per net residential hectare, as prescribed by the Capital Region Growth Plan (CRGP) for Priority growth Area "E".

- I. POLICY 4.6.2.8, PAGE 36, is deleted and replaced by the following:

For all subdivisions, Municipal Reserve, School Reserve, or Municipal and School Reserve shall be dedicated in accordance with the Municipal Government Act.

- J. Section 5.5, and Section 5.6, PAGE 57-59, are deleted and replaced by the following:

5.5 AREA E1 — WEST BUSINESS INDUSTRIAL

The West Business Industrial Policies shall apply to Area E1 as identified in Figure 11 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.

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- 5.5.1 The general purpose and intent of the West Business Industrial Policy Area E1 is to complement and take advantage of its proximity to similar business and industrial development on the Edmonton International Airport Lands.
- 5.5.2 Both municipalities will collaborate with Edmonton International Airport to harmonize land use, development, and infrastructure policies, planning, and implementation.
- 5.5.3 Land use within the West Business Industrial Policy Area E1 shall include a mix of office, business, and industrial development, particularly related to logistics, warehousing, light manufacturing, and the transshipment of goods by highway, rail, and air transport. Supporting uses may include:
- commercial and retail development to serve immediate employees and business visitors
 - regional commercial and retail development
 - institutional development of a regional scale, including indoor and outdoor recreation facilities
 - tourism destinations and services such as hotels
 - schools and institutions of higher learning
 - medical offices and health centres.
- 5.5.4 As deemed appropriate by the Subdivision Authority for industrial subdivisions, money in place or a combination of land and money in place of Municipal Reserve may be considered within the West Business Industrial Policy Area E1.
- 5.5.5 All Area Structure Plans, land use redesignations, subdivisions, and development permits within the West Business Industrial Policy Area E1 shall comply with the requirements of the Edmonton International Airport Vicinity Protection Area Regulation and the Edmonton International Airport Zoning Regulations.
- 5.5.6 Subject to future annexation approvals, it is anticipated that the lands in IDP Policy Area E1 that are not currently within City of Leduc jurisdiction would eventually be included within the jurisdiction of the City of Leduc.

5.6 AREA E2 — WEST BUSINESS INDUSTRIAL RESERVE

The West Business Industrial Reserve Policies shall apply to Area E2 as identified in Figure 11 – Intermunicipal Development Plan Policy Areas. These Area Policies shall apply in addition to the General Policies contained in Section 4.0 of the IDP.


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- 5.6.1 The general purpose and intent of the West Business Industrial Reserve Area E2 is to complement and take advantage of its proximity to similar business and industrial development.
- 5.6.2 Multi-lot subdivision within the West Business Industrial Reserve Area E2 should not be considered prior to the availability of full municipal services. The existing agricultural and small scale rural residential land uses within this Policy Area should continue to be supported until such time as contiguous urban land uses and full municipal services have been developed within the Growth Scenario areas.
- 5.6.3 Given the availability of municipal servicing and utility infrastructure on the west side of the Intermunicipal Development Plan area, business and industrial development in the West Business Industrial Reserve Area E2 is expected to start within the 35-year time horizon of the Capital Region Growth Plan and this Intermunicipal Development Plan.
- 5.6.4 The West Business Industrial Reserve Area E2 indicates the direction of longer-term non-residential growth, the jurisdiction of which will be negotiated by the City of Leduc and Leduc County at a later time.
- K. FIGURE 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11 are deleted and replaced by the figures contained in scheduled A-1 and forming part of this Bylaw.

This By-law shall take effect on the date of the third reading.

Read a first time this 9th day of September, 2014.




MAYOR




COUNTY MANAGER

Read a second time this 14th day of October, 2014.




MAYOR

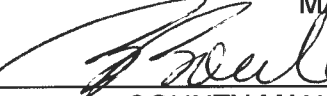


COUNTY MANAGER

Read a third time with the unanimous consent of Council Members present and finally passed this 23 day of December, 2014.



MAYOR



COUNTY MANAGER

Bylaw No. 27-14

Schedule A-1

IDP Map Figure 1: Regional Context

Figure 2: IDP Area, IDP Circulation Area, and Referral Area

Figure 3: Planning Constraints

Figure 4: IDP Growth Scenario

Figure 5: Natural Features in the IDP Area

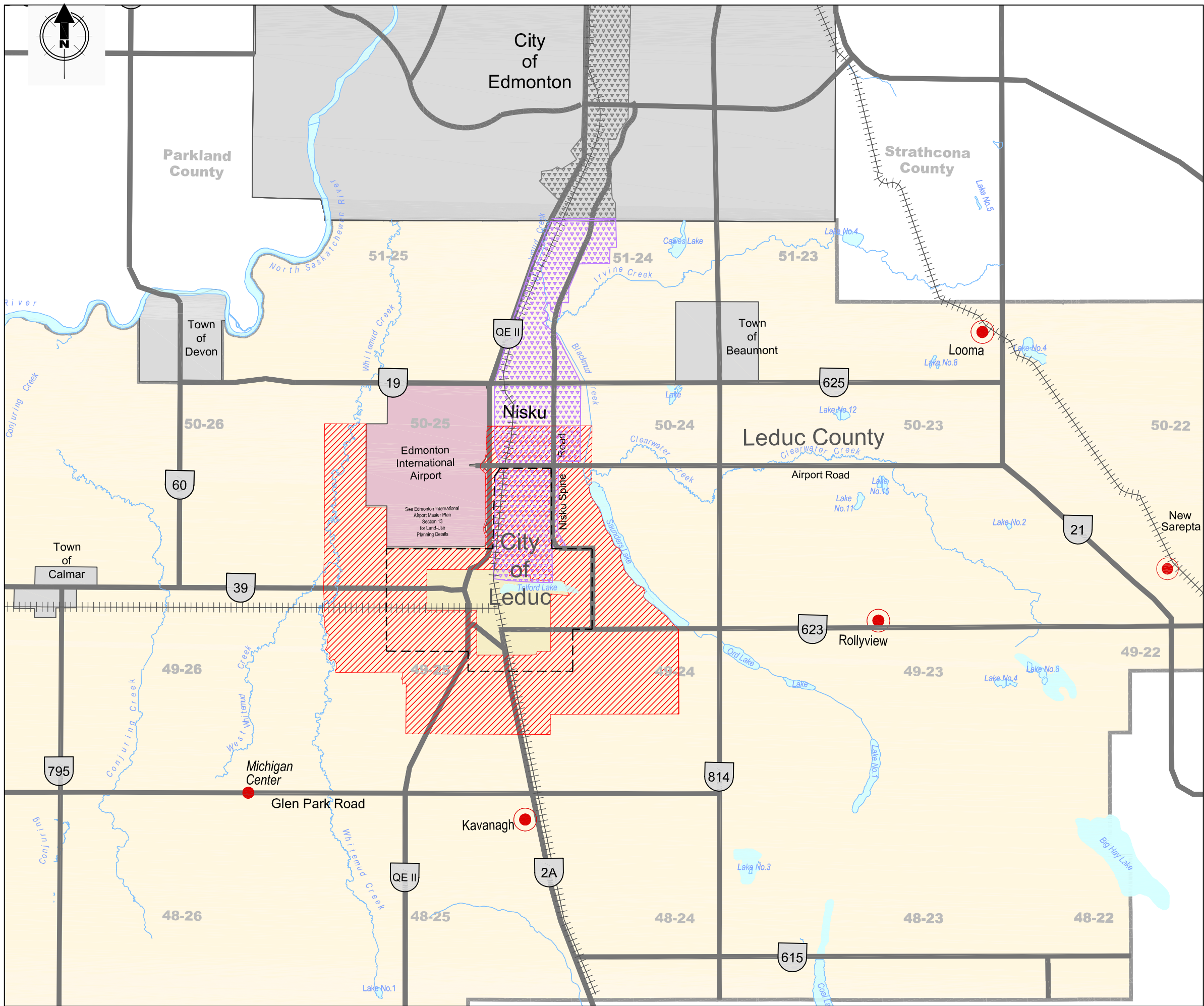
Figure 6: Future Transportation Infrastructure in the IDP Area

Figure 7: Existing Water and Wastewater Infrastructure in the IDP Area

Figure 8: Future Water and Wastewater Infrastructure in the IDP Area

Figure 9: Existing Oil, Gas, Power and Solid Waste Infrastructure in the IDP Area

Figure 10: IDP Policy Area



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Legend











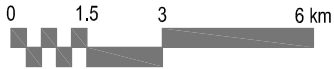
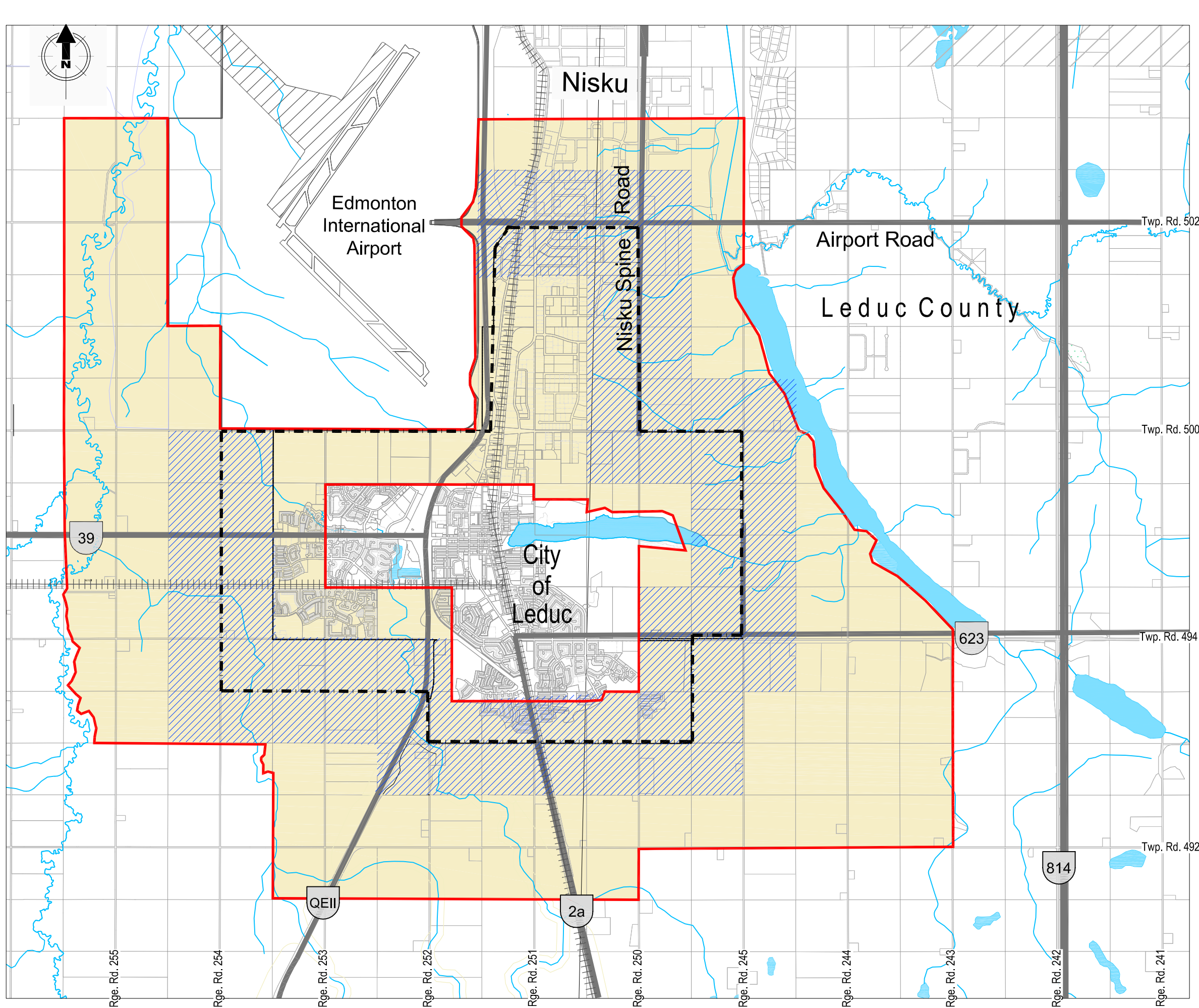
-  Leduc County
-  City of Leduc Boundary (as of Jan. 2014)
-  IDP Area
-  Other Urban Area
-  Business, Industrial, Commercial, Employment Corridor
-  Edmonton International Airport
-  Major Roadway
-  Railway
-  Hamlet
-  Locality

FIGURE 1:
REGIONAL CONTEXT





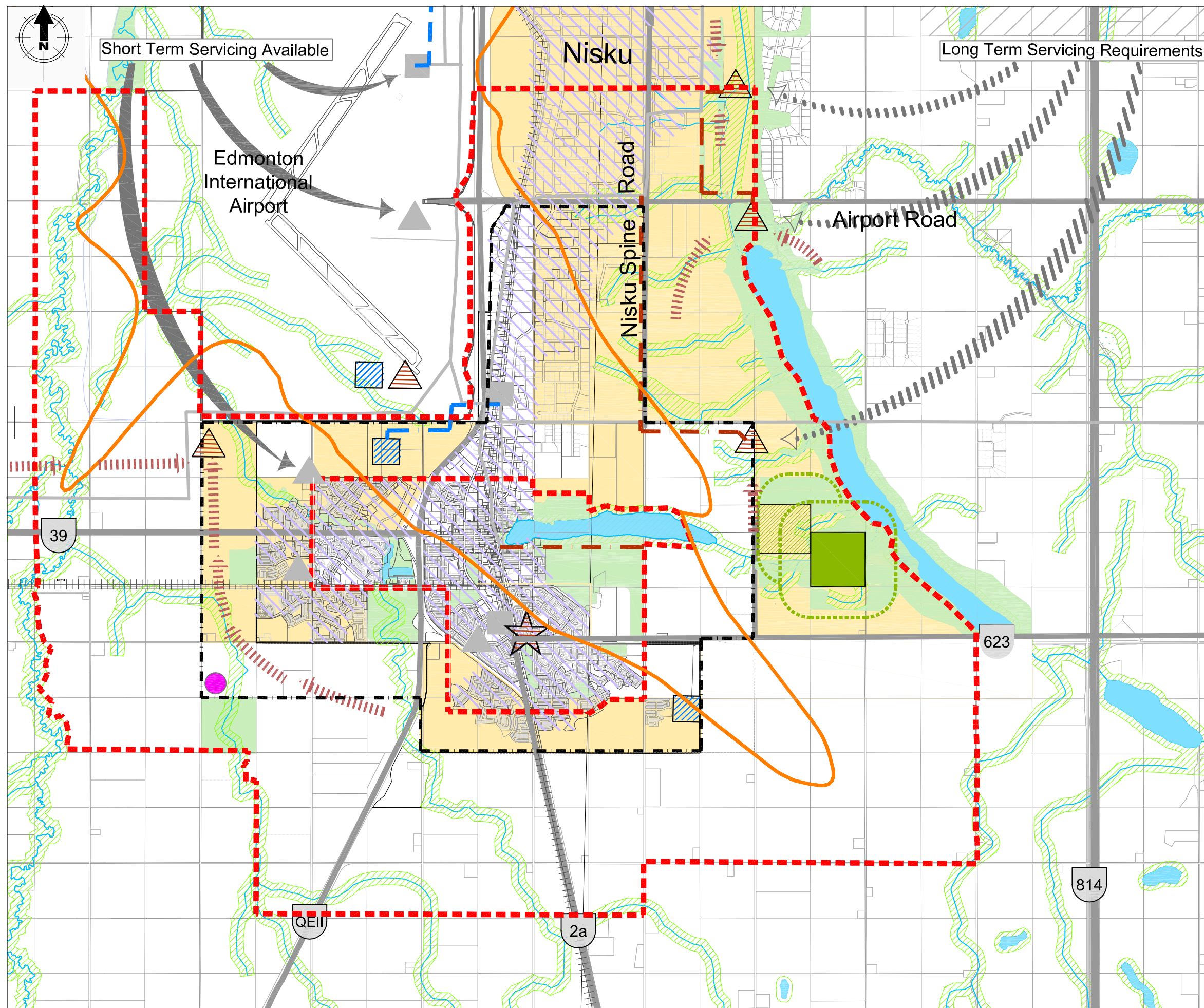
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- Legend**
- IDP Area
 - IDP Circulation and Referral Area
 - City of Leduc (as of Jan. 2014)
 - Future Runway + Clearance Zone
 - + Railway

**FIGURE 2: INTERMUNICIPAL
DEVELOPMENT PLAN AREA,
IDP CIRCULATION AREA, and
REFERRAL AREA**



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Legend

- - - - - IDP Area Boundary
- - - - - City of Leduc Boundary (as of Jan. 2014)
- Water Bodies, Creeks and Rivers
- Open Space
- ▨ Riparian Areas
- Existing Area Structure Plans
- ▨ Extent of Development in 2010
- N.E.F. 30 Contour
- +++++ Railway
- - - - - Regional Landfill Restriction Zone

- Regional Landfill Site (to be reclaimed as open space in the future)
- ▨ Regional Landfill Site (West Expansion Area)

Water

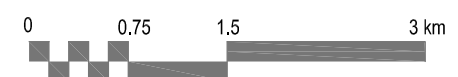
- - - - - Future Municipal Water Main
- ▨ Future Municipal Water Reservoir

Wastewater

- - - - - Future Municipal Wastewater Transmission Line
- ▨ Future Municipal Wastewater Pump Station
- ★ Future Wastewater Storage Facility (ACRWC/Municipal)
- - - - - Long Term Servicing Requirements
- ▨ Short Term Servicing Available
- ▨ Possible Future Wastewater Line

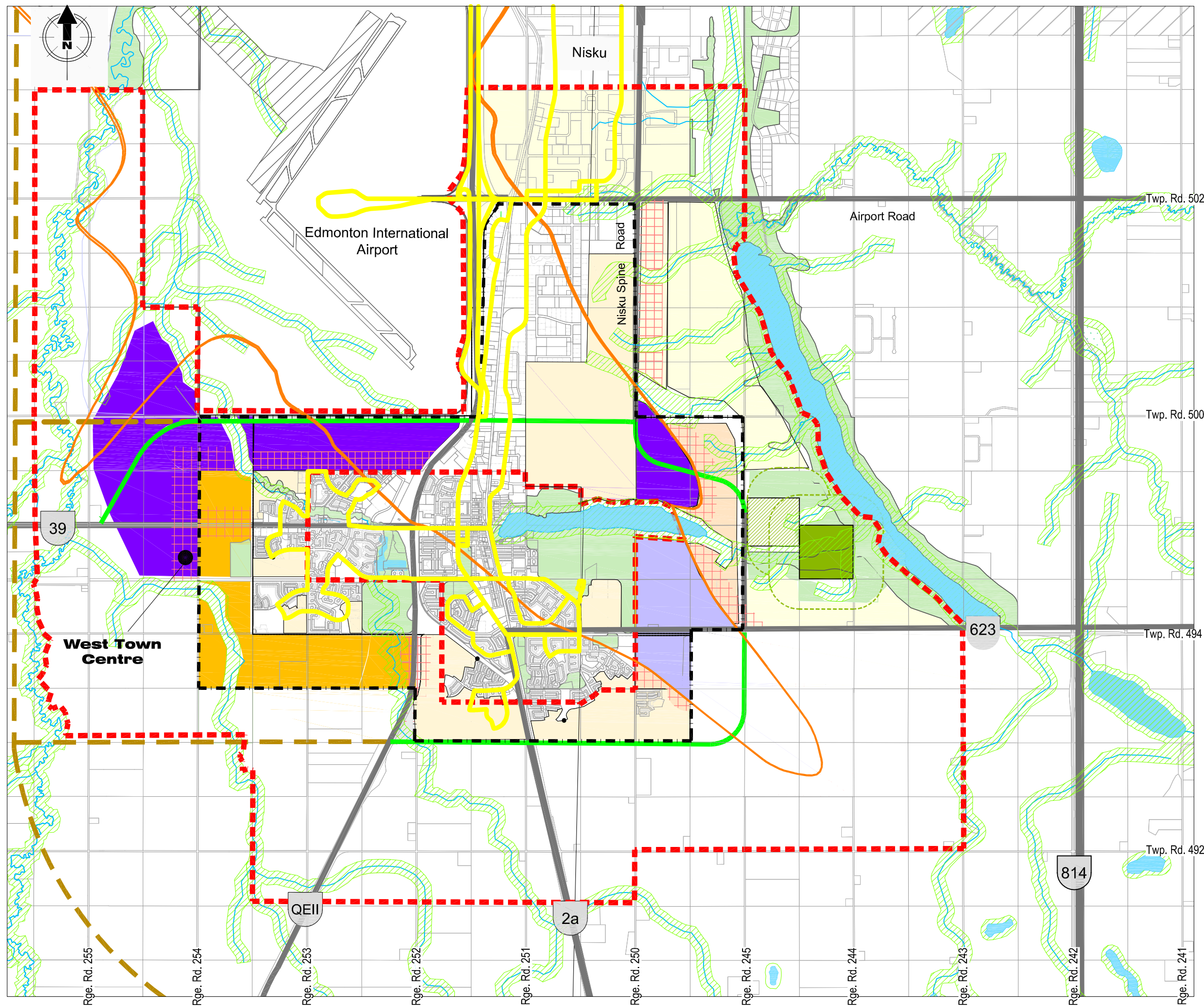
- Power Substation

**FIGURE 3:
PLANNING CONSTRAINTS**



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May 2014



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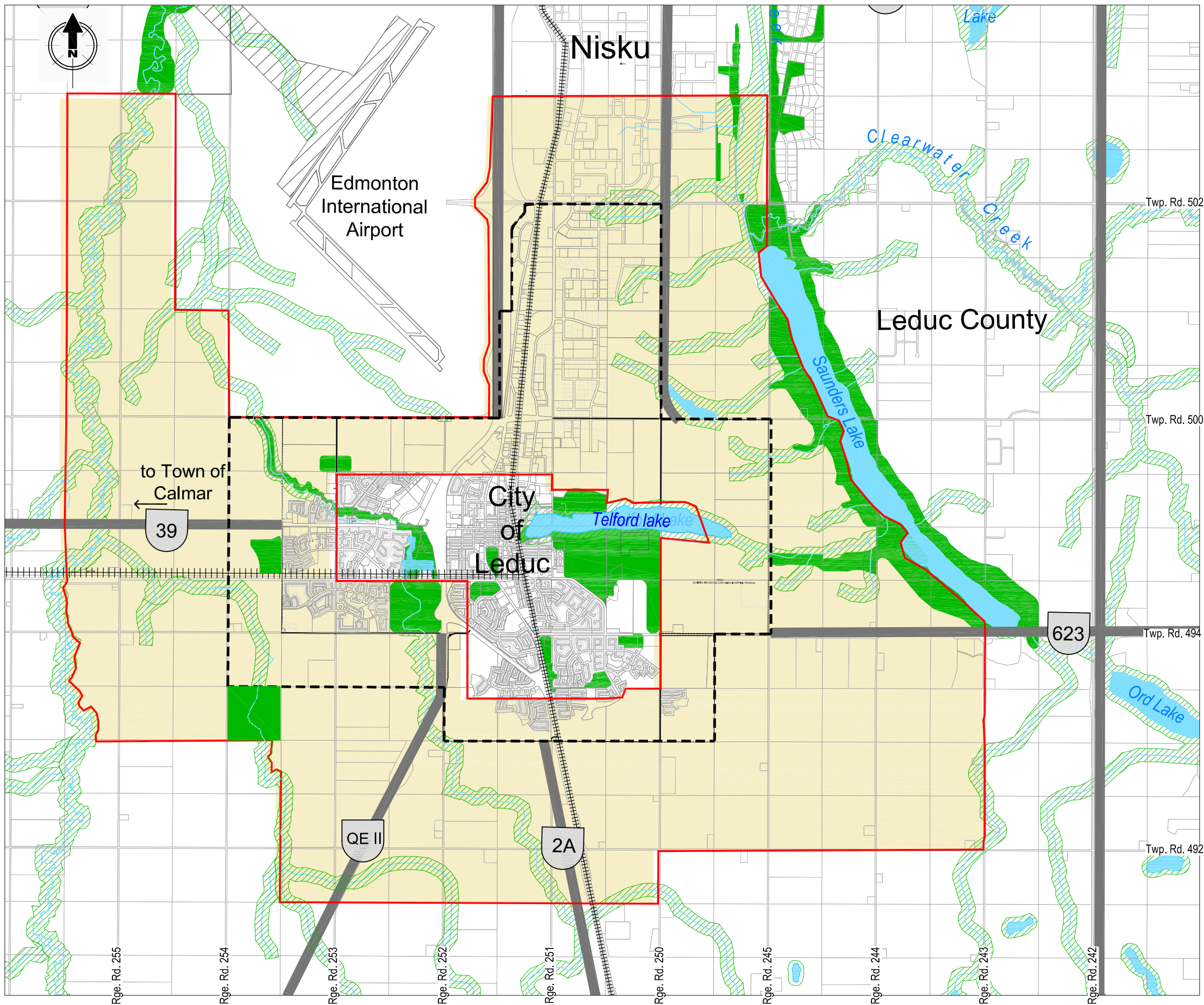
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Legend

- Commercial / Industrial to 2044
- Commercial / Industrial (long term)
- Primary Urban Residential Growth
- Existing ASP
- Mixed Use Transition
- IDP Area Boundary
- City of Leduc Boundary (as of Jan. 2014)
- Water Bodies, Creeks and Rivers
- Open Space
- Riparian Areas
- Future Runway + Clearance Zone
- Future Major Roadway
- Potential Future Roadway
- Leduc Transit
- N.E.F. 30 Contour
- Regional Landfill Site (to be reclaimed as open space in the future)
- Regional Landfill Site (West Expansion Area)

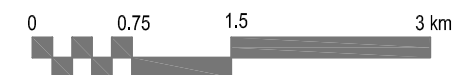
**FIGURE 4: INTERMUNICIPAL
DEVELOPMENT PLAN
GROWTH SCENARIO**

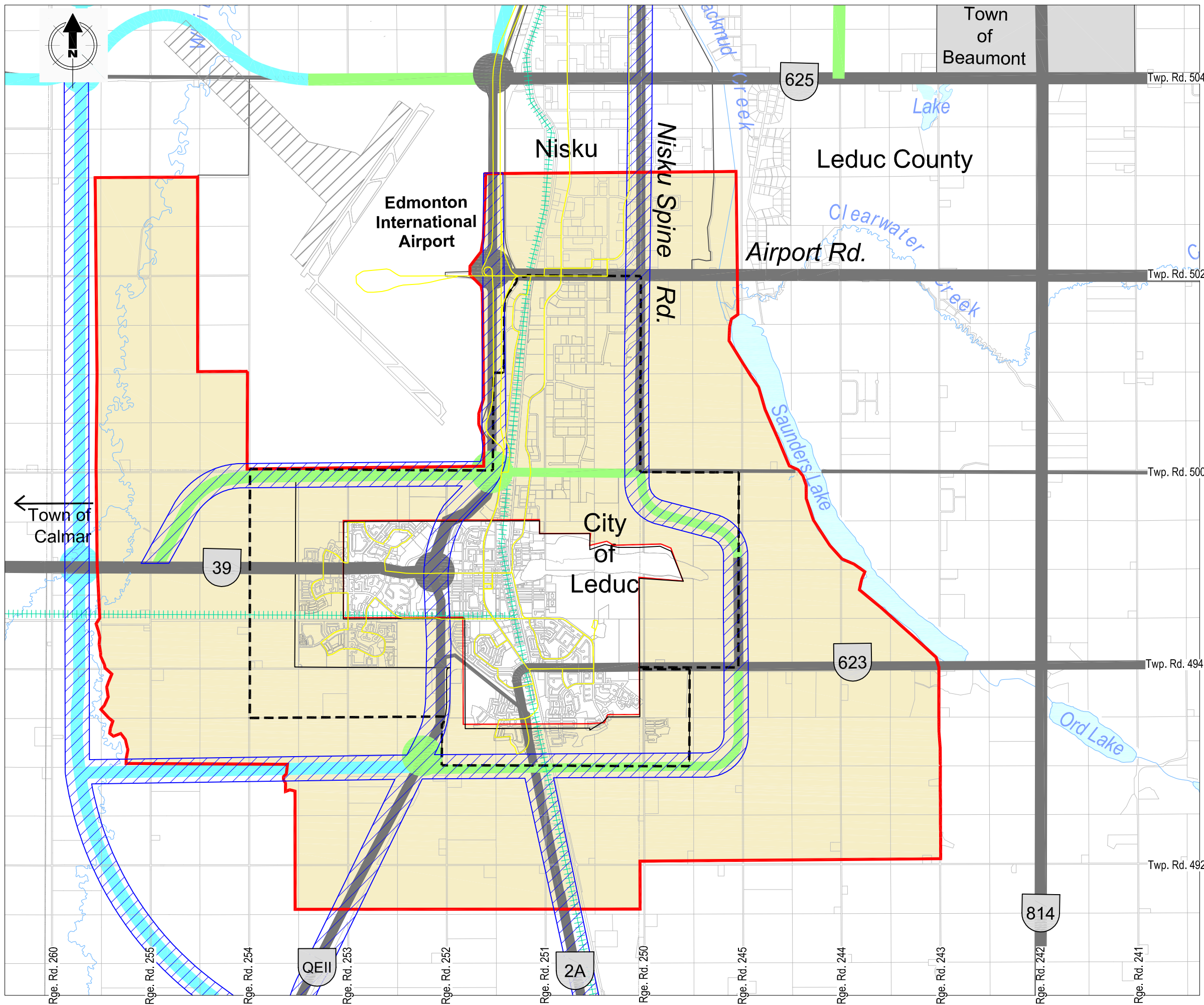


Legend

- IDP Area
- City of Leduc Boundary (as of Jan. 2014)
- Water Bodies, Creeks and Rivers
- Open Space
- Riparian Areas

**FIGURE 5:
NATURAL FEATURES
IN THE IDP AREA**





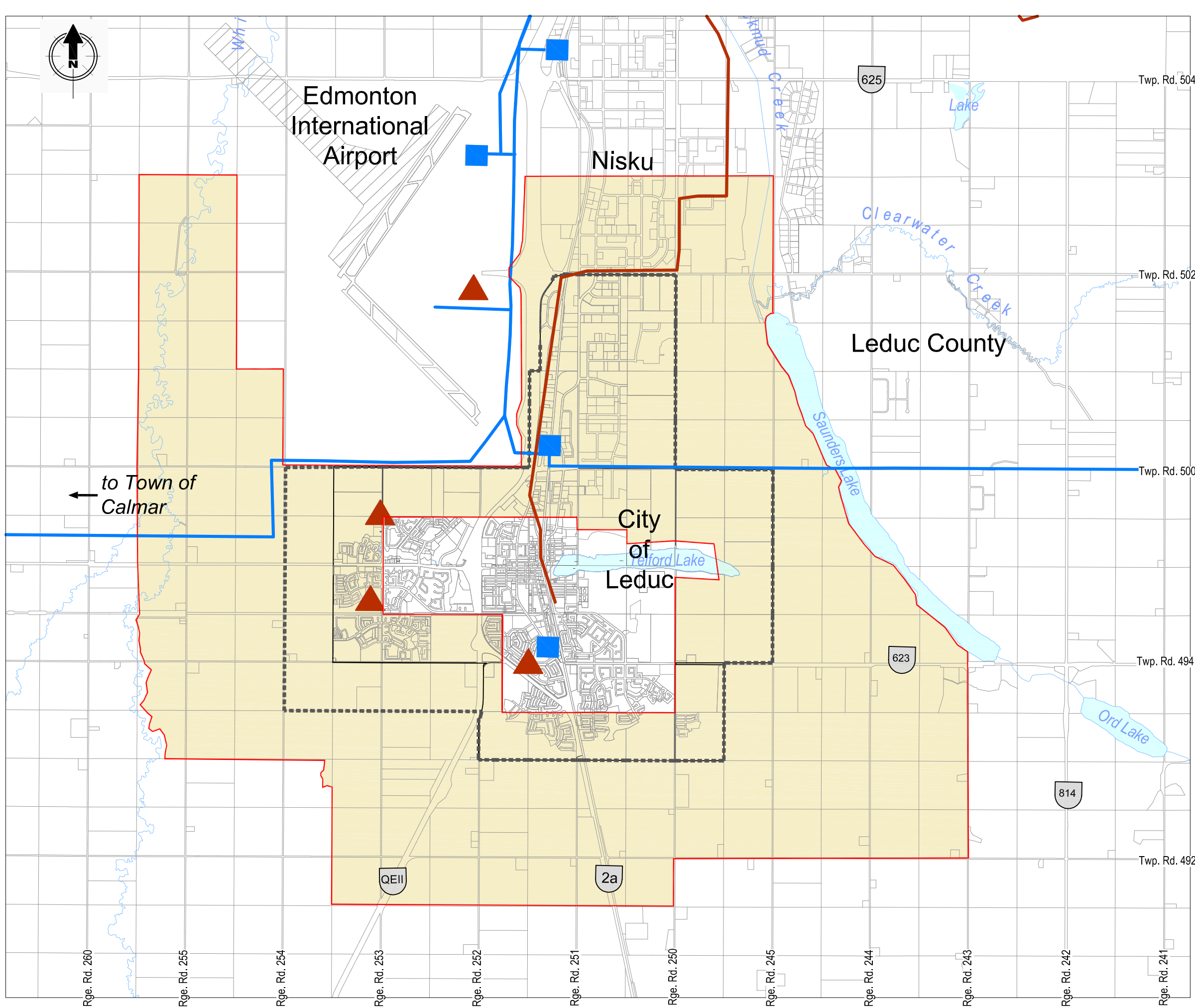
Legend

- IDP Area
- City of Leduc Boundary (as of Jan. 2014)
- 623 Provincial Highway
- Major Roadway
- Interchange
- Future Major Roadway (Long-Term)
- Future Interchange (Long-Term)
- Future Major Roadway (Medium-Term)
- Future Interchange (Medium-Term)
- Leduc Transit
- Active CP Lines
- Potential Transportation and Utility Corridor

NOTE:
1. "Integrated Transportation Centre" denotes a location where trans-regional transportation services meet and exchange passengers with regional services.

**FIGURE 6: FUTURE
TRANSPORTATION
INFRASTRUCTURE
IN THE IDP AREA**

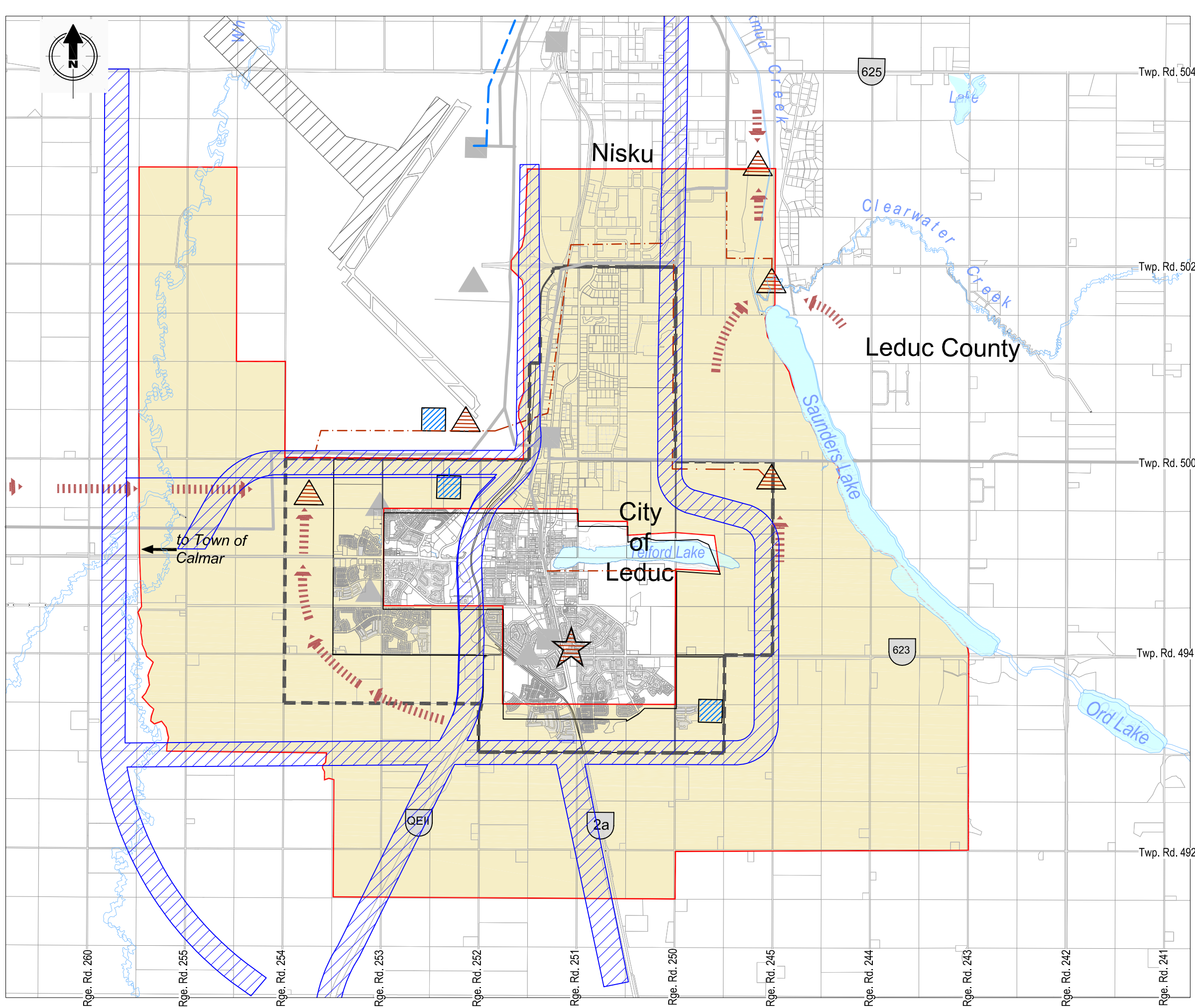




Legend

- IDP Area
- City of Leduc Boundary (as of Jan. 2014)
- 2 Provincial Highway
- Water**
 - Capital Region Southwest Water Services Commission (CRSWC) Main
 - Municipal Water Reservoir
- Wastewater**
 - Alberta Capital Region Wastewater Commission (ACRWC) Transmission Line
 - ▲ Municipal Wastewater Pump Station

**FIGURE 7:
EXISTING WATER
AND WASTEWATER
INFRASTRUCTURE
IN THE IDP AREA**



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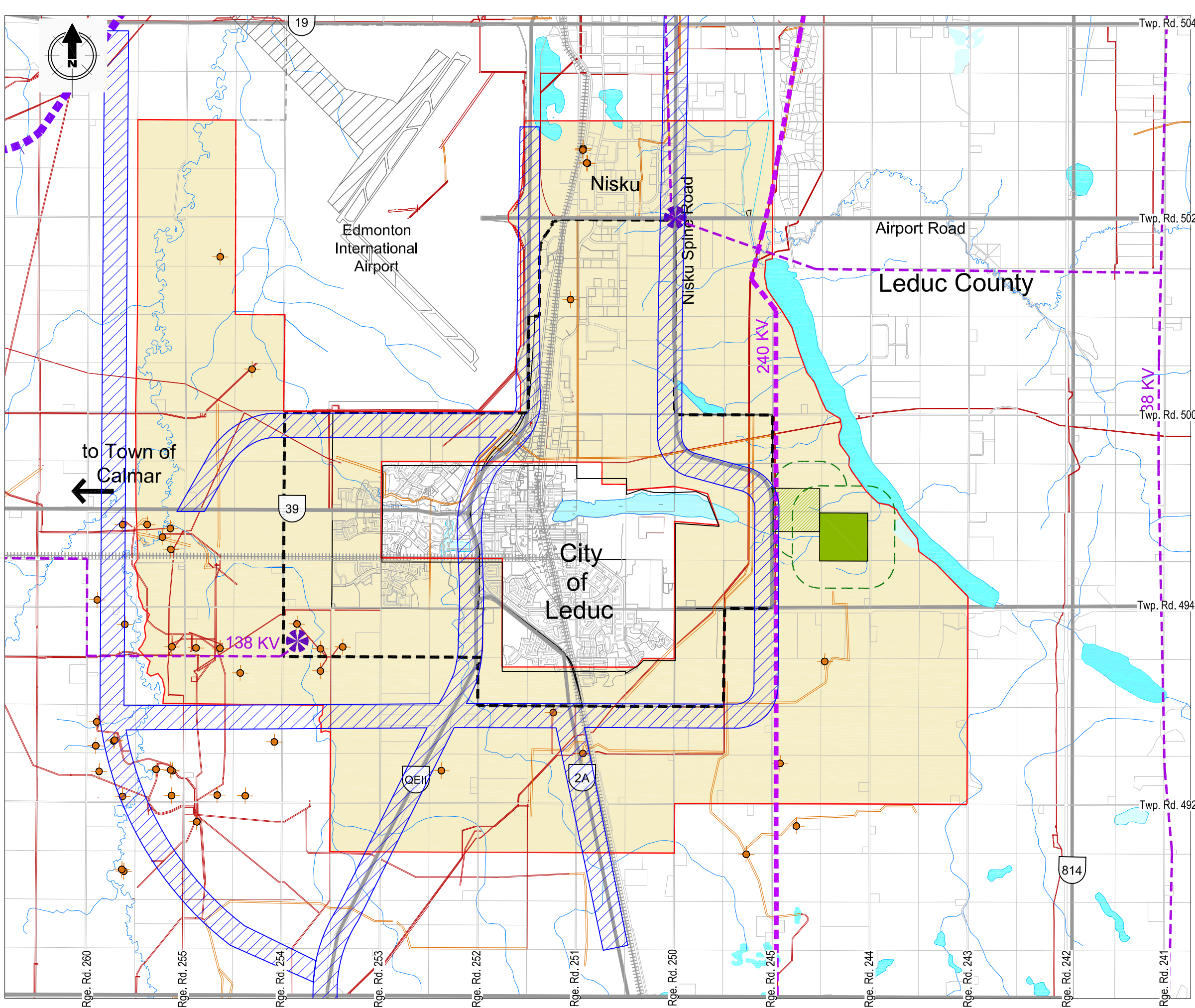
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Legend

- IDP Area
- City of Leduc Boundary (as of Jan. 2014)
- 2 Provincial Highway
- Potential Transportation and Utility Corridor
- Outline of Existing Water and Wastewater Infrastructure
- Water**
 - Future Municipal Water Main
 - Future Municipal Water Reservoir
- Wastewater**
 - Future Municipal Wastewater Transmission Line
 - Future Municipal Wastewater Pump Station
 - Future Wastewater Storage Facility (ACRWC/Municipal)
 - Possible Future Wastewater Line

FIGURE 8: FUTURE WATER AND WASTEWATER INFRASTRUCTURE IN THE IDP AREA



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Legend

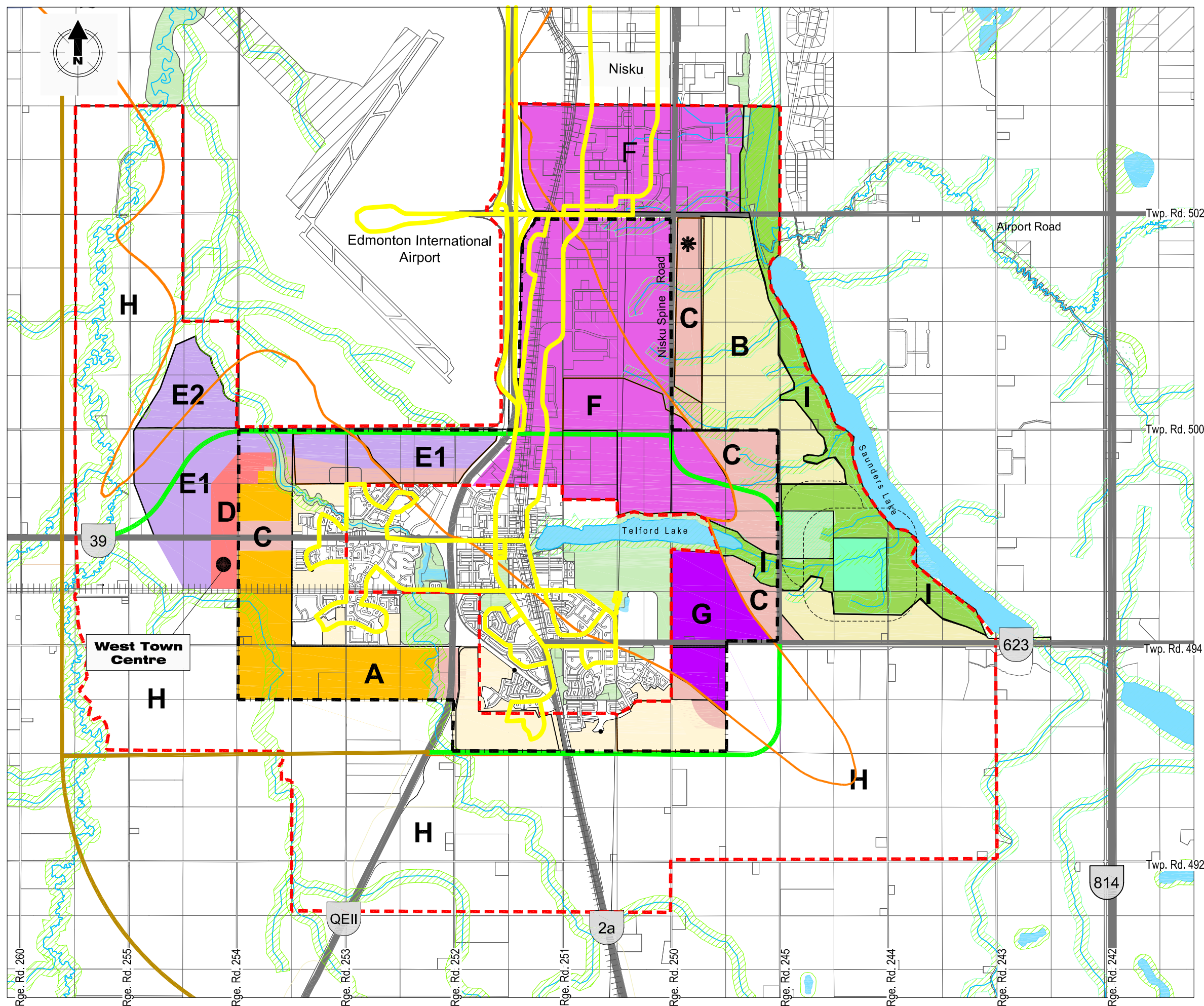
- IDP Area
- City of Leduc Boundary (as of Jan. 2014)
- Potential Transportation and Utility Corridor
- Oil and Gas Infrastructure**
 - Oil or Gas Pipeline
 - Wells
- Electrical Power (Schematic)**
 - Schematic route of 240 KV Line Corridor
 - Schematic route of 138 KV Line Corridor
 - ✱ Schematic location of Power System Substation
- Solid Waste**
 - Regional Landfill Site (to be reclaimed as open space in the future)
 - Regional Landfill Site (West Expansion Area)
 - Regional Landfill Setback

NOTE:

- "Wells" denotes the following: Pumping, Flowing or Suspended Oil wells, Flowing or Suspended Gas wells, Gas Test wells, Water Injection Zones, Drains, Standing wells and Training wells
- The Power Line Routes displayed on this map are schematic in nature only, and do not denote exact locations of existing Electrical Power facilities.
- Electrical Power facilities provided by AltaLink.

FIGURE 9: EXISTING OIL, GAS, POWER AND SOLID WASTE INFRASTRUCTURE IN THE IDP AREA





Leduc IDP

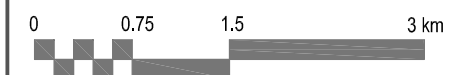
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Legend

- IDP Area Boundary
- City of Leduc Boundary (as of Jan. 2014)
- A** Primary Urban Residential Growth
- B** Saunders Lake Residential
- C** Transitional Residential Mixed Use
- D** Town Centres
- E1** West Business Industrial
- E2** West Business Industrial Reserve
- F** Nisku/Leduc Business Industrial
- G** Southeast Business Industrial
- H** IDP Reserve and Referral Area
- I** Open Space and Greenways
- Approved Residential ASPs
- Water Bodies, Creeks and Rivers
- Open Space
- Riparian Areas
- Future Runway + Clearance Zone
- Future Major Roadway (medium term)
- Proposed Future Major Roadway (long term)
- Leduc Transit
- N.E.F. 30 Contour
- Railway
- ✱ Temporary Industrial
- Regional Landfill Site (to be reclaimed as open space in the future)
- Regional Landfill Site (West Expansion Area)

**FIGURE 10: INTERMUNICIPAL
DEVELOPMENT PLAN POLICY
AREAS**



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September 2014